

**MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSPORTATION POLICY COMMITTEE MEETING**

July 28, 2004
MAG Office, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

Mayor Elaine Scruggs, Glendale, Chair	*Rusty Gant, ADOT
Vice Mayor Peggy Bilsten, Phoenix, Vice Chair	Mayor Hugh Hallman, Tempe
* Benito Almanza, Bank of America Arizona	Mayor Keno Hawker, Mesa
F. Rockne Arnett, Citizens Transportation	*Eneas Kane, DMB Associates
Oversight Committee	Mayor Mary Manross, Scottsdale
+ Mayor Ron Badowski, Wickenburg	*Jacob Moore, Salt River Pima-Maricopa Indian
Mayor Steven Berman, Gilbert	Community
Dave Berry, Swift Transportation	Diane Scherer, Phoenix Association of Realtors
* Jed S. Billings, FNF Construction	Councilmember Daniel Schweiker,
Mayor James Cavanaugh, Goodyear	Paradise Valley
* Councilmember Pat Dennis, Peoria	*Martin Shultz, Pinnacle West Capital Corp.
Mayor Ron Drake, Avondale	Supervisor Don Stapley, Maricopa County
Mayor Boyd Dunn, Chandler	*Mayor J. Woodfin Thomas, Litchfield Park

* Not present
Participated by telephone conference call
+ Participated by videoconference call

1. **Call to Order**

The meeting of the Transportation Policy Committee (TPC) was called to order by Chair Elaine Scruggs at 4:16 p.m.

2. **Pledge of Allegiance**

The Pledge of Allegiance was recited.

Chair Scruggs welcomed new TPC members Mayor Hugh Hallman from Tempe and Mayor Ron Badowski from Wickenburg. She added that Mayor Badowski was participating in the meeting via videoconference call. Chair Scruggs announced that the August 18, 2004 Transportation Policy Committee has been cancelled and a cancellation notice would follow in the mail. She stated that material for agenda item #4D was at each place.

3. Call to the Audience

Chair Scruggs stated that an opportunity is provided to the public to address the Transportation Policy Committee on items that are not on the agenda that are within the jurisdiction of MAG, or non-action agenda items that are on the agenda for discussion or information only. Citizens will be requested not to exceed a three minute time period for their comments. She noted that an opportunity is provided to comment on agenda items posted for action at the time the item is heard. Chair Scruggs noted that no public comment cards had been turned in.

4. Approval of Consent Agenda

Chair Scruggs stated that any member of the committee can request that an item be removed from the consent agenda and considered individually. Chair Scruggs stated that agenda items #4A, #4B, #4C, and #4D were on the consent agenda. She noted that no public comment cards had been turned in on the consent agenda. No requests to consider an item individually were noted.

Mayor Hawker moved to approve consent agenda items #4A, #4B, #4C, and #4D. Vice Chair Bilsten seconded, and the motion carried unanimously.

4A. Approval of June 16, 2004 Meeting Minutes

The Transportation Policy Committee, by consent, approved the June 16, 2004 meeting minutes.

4B. Proposed Amendment and Administrative Adjustment to the FY 2004-2007 Transportation Improvement Program for ADOT Highway Projects

The Transportation Policy Committee, by consent, recommended approval of an amendment and/or administrative adjustment to the FY 2004-2007 Transportation Improvement Program to add, delete, or make changes to some State Highway Program projects. ADOT has now approved the FY 2005-2009 State Highway Program and there have been several changes to projects listed in the previous program. As the FY 2005-2009 MAG Transportation Improvement Program (TIP) is not being developed, MAG staff has conducted an analysis of the ADOT changes and has produced a list of TIP amendments and/or administrative adjustments to balance the two programs. The Transportation Review Committee and the Management Committee recommended approval of an amendment and/or administrative adjustment to the TIP.

4C. Federal Fiscal Year 2004 Final Closeout and Amendment/Adjustments to the FY 2004-2007 MAG Transportation Improvement Program

The Transportation Policy Committee, by consent, recommended approving the final closeout of Federal FY 2004, as shown in the attached Tables and recommended amending/adjusting the FY 2004-2007 MAG TIP to allow the projects to proceed. On June 23, 2004, the Regional Council approved a list of projects to be deferred from FFY 2004 to FFY 2005 or later and approved a list of projects to utilize the funds that are expected to be available as part of the Year End Closeout process. These projects included some contingency projects that could use any additional, supplemental or redistributed obligation authority that may be received. Since that time, five further projects have requested to be deferred. The original list of contingency projects has now been funded with currently available funds and there is a

surplus of approximately \$1.6 million. At its June 29, 2004, meeting, the Transportation Review Committee (TRC) recommended that the additional projects be deferred and further recommended a list of prioritized contingency projects that can utilize the currently available funds, plus any additional Final FFY 2004 Closeout funds that may become available. The Management Committee concurred with the TRC's recommendation.

4D. Conformity Consultation

MAG is conducting consultation on a conformity assessment for an amendment to the FY 2004-2007 MAG Transportation Improvement Program (TIP). The amendment includes projects as part of the Federal FY 2004 Final Closeout of the MAG Federally Funded Program. In addition, the amendment includes Arizona Department of Transportation changes to some State Highway Program projects for consistency between the FY 2005-2009 State Highway Program currently being developed by ADOT and the FY 2004-2007 MAG TIP. The amendment includes projects that may be categorized as exempt from conformity determinations and minor project revisions that do not require conformity determinations. This item was on the agenda for consultation.

5. Requested Change to the MAG Regional Freeway Program

Eric Anderson reported on the Arizona Department of Transportation request for a material change to the FY 2004 MAG Regional Freeway Program for the four and one-half mile segment of the Red Mountain Freeway, from Power Road to University Drive. He noted that final cost estimates have shown a cost increase of \$54 million. Mr. Anderson advised that state statute requires that MAG approve any change in priorities, new projects, or requests that materially increase the cost of a project. Mr. Anderson provided a review of the project's cost history. He said that this is one of the most challenging segments in the entire freeway system because of physical constraints and growth. Mr. Anderson reviewed the changes to the project, which included earthwork, drainage and freeway levee items, pavement quantity increases, and structure items. He advised that MAG has examined the need for this change and found that it is warranted. Mr. Anderson noted that a review of the net impact of this change indicates that the cash balances for the MAG Regional Freeway Program are adequate to accommodate the requested changes. He stated that the Life Cycle Budget process, which has been in place since 1992, has been a major factor in being able to address these kinds of freeway program changes.

Mayor Drake asked about the history of the firm under contract for the project study. Mr. Anderson explained that DMJM has been under contract to ADOT for the past eight or nine years. As ADOT's general consultant, they are looking at cost information and prepare the 30 percent designs throughout the system. Mayor Drake expressed concern for the underestimation of costs. He asked the implications of underestimations and how they might impact current assumptions. Mr. Anderson replied that it is felt that DMJM has historically done a good job. He added that the bid savings being realized now are the result of the firm's work. Mr. Anderson explained that the extent of the design needs to accommodate the floodway and transmission work, which was not realized until later in the design process. Mayor Drake asked the amounts of the flood control and transmission line portions of the bid. Bill Hayden, ADOT, replied that the flood control portion was approximately \$19.6 million and the transmission line amount was approximately \$4.6 million. Mayor Drake noted that the estimated cost was \$15 million and actual cost was more than \$24 million. He requested that staff provide detail on this cost increase.

Dennis Smith stated that even with the cost increase the cost per mile is \$35 million, which is below the average per mile cost of \$39 million for the rest of the freeway system. Mr. Anderson stated that much of the cost savings resulted from right-of-way preservation.

Vice Chair Bilsten commented that it is important to move forward on this project. She said as the Regional Transportation Plan is implemented, there will be a continuing need to make adjustments across all modes in response to new cost and revenue information. Vice Chair Bilsten added that it is important to keep watch on cost estimations and ensure consistency with bids.

Supervisor Stapley moved to recommend approval of the cost increase for the Red Mountain Freeway from Power Road to University Drive. Mr. Arnett seconded, and the motion carried unanimously.

There being no further business, the meeting adjourned at 4:30 p.m.

Chair

Secretary